

# LAKE CHAMPLAIN BYWAYS

## *Corridor Management Plan*

January 2000



View of the Champlain Bridge from Crown Point State Historic Site  
Courtesy: Lake Placid/Essex County Visitors Bureau

Clinton County, New York  
Essex County, New York  
Washington County, New York  
Franklin County, Vermont  
Grand Isle County, Vermont  
Chittenden County, Vermont  
Addison County, Vermont  
Rutland County, Vermont

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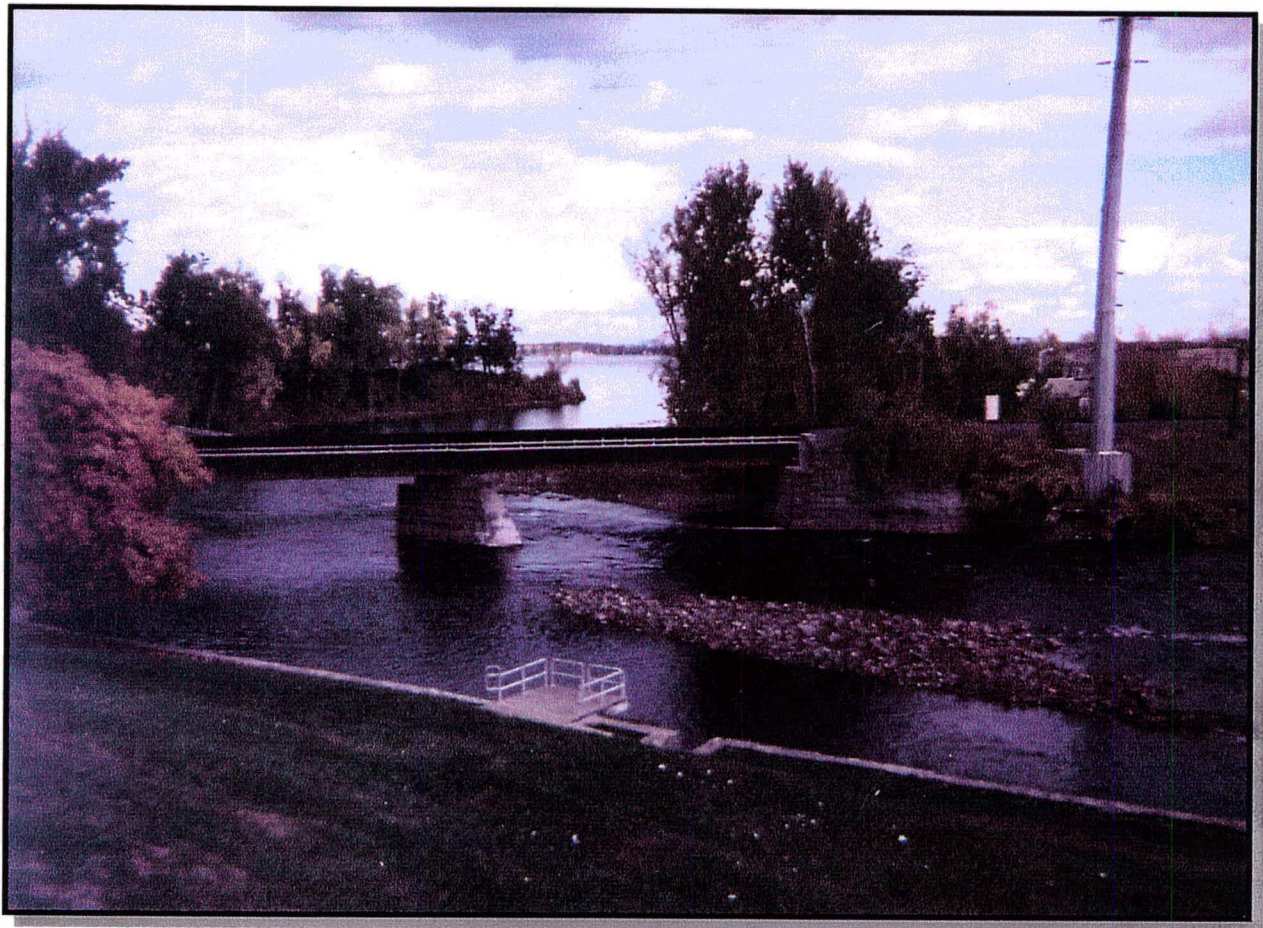


# Notes

Lined area for notes.

# Clinton County Lake Champlain Byways Corridor Management Plan

October 1999



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## Executive Summary

The Lake Champlain Byways project involves the identification, promotion, and protection of Lake-related resources in an organized fashion throughout the Lake Champlain Region. It is intended to serve as a new approach to economic development by blending various travel modes with recognition of local heritage and resources. Therefore, the Byways consists of a corridor of resources that are accessed by various transportation networks. The final product for the Byways project is the completion of a Corridor Management Plan; the fundamental purpose of the Plan is to document what's there now, to present a realistic vision of what the future should look like, and to commit to work towards that future. The Corridor Management Plan is intended to be updated as necessary in order to reflect changes in the local resources, economy, or infrastructure.

In Clinton County, the Byways project was developed through the efforts of a local advisory committee using the results of specific work items that were completed as part of the project. The Byways resources, corridor, transportation routes, and associated Corridor Management Plan were completed over the course of eighteen months. Throughout the Lake Champlain Region and in Clinton County, six types of resources were identified ~ cultural, historic, natural, recreational, scenic, and working landscape resources. In the County, the identified corridor includes those lands east of Interstate 87, as well as lands along Byways transportation routes that travel west of the Interstate. Existing travel routes include the road-based Champlain Trail, the main Champlain Bikeway route, and local Bikeways loops. Other modes of transportation are being developed for the Byways, including Lake Champlain Walkways and Lake Champlain Paddleways.

New York State has already designated Route 9 as the Champlain Trail State Scenic Byway. Through the efforts of the Lake Champlain Byways project, revisions to that State Scenic Byway are proposed; these revisions include some changes to the designated roadway as well as the addition of the corridor, its resources, and other transportation modes. In order for these revisions to be adopted, Clinton County must submit them to the New York State Scenic Byways Advisory Board for review and approval.

Many desired projects and ideas were brought out in the development of the Corridor Management Plan, and it is now up to residents and local and regional organizations to begin implementation. Specific projects and actions have been identified and presented in the last chapter of the Plan. The projects are grouped into three categories ~ A Year 2000 Checklist, Five-Year Activities, and On-Going Projects. Each project includes a brief description, tasks to be done, recommendations for responsible parties, and possible funding sources.

## A Byways Overview

### What's a Byway?

Byways are transportation routes and corridors across the country that are important because they have special qualities that make them attractive to their users. The roads of a Byway offer an alternative to typical high-speed highway travel, while also telling a unique story about the area. Most Byways are promoted for tourism purposes, but the Byway designation can also be used for other reasons, such as conserving and protecting the area's resources and creating improvements for area residents. There are several types of Byway designations ~ Private Sector Byways, Local Byways, State Scenic Byways, National Scenic Byways, and All-American Roads. These designations are described in Appendix A.

### The Intrinsic Qualities

All byways must have at least one unique, intrinsic, quality. Generally, state and federal programs "look for" up to six of these qualities when choosing routes for designation. The traditional qualities are archeological, cultural, historical, natural, recreational, and scenic. For the purposes of the Lake Champlain Byways project, we have found all of these qualities in the corridor, though we have combined archeological with historical resources. A sixth quality ~ working landscapes ~ is present as well. An overview of these intrinsic qualities is described in Appendix A, while a description of these qualities in Clinton County starts on page 14.

### Routes and Corridors

In the past, most Byways have been confined to their roadway location. Generally, this would allow for the inclusion of all resources within the road's right-of-way. However, Byways are beginning to extend their boundaries into "corridors", or areas which are not directly roadside but still influence the traveler's experience. Corridors can be defined however each Byway project sees fit. They can be as limited as the highway right-of-way or as expansive as the limits of the travelers' vision. Corridors allow Byway programs to consider more than just the road; this is a particularly useful way to include other modes of transportation, such as airports or cycling routes.

#### Clinton County's Lake Champlain Byways

The Byways corridor was selected in an effort to combine Lake views, unique qualities, and opportunities for residents and visitors. It is meant to offer unique and enjoyable traveling experiences, not simply a means to get from Point A to Point B. With this in mind, the proposed corridor includes the lands east of the Northway, as well as specific western areas included via particular Byways travel routes.

Existing travel routes within the corridor include the road-based Champlain Trail, the main Lake Champlain Bikeways route, and local Bikeways loops. Other modes of transportation are being developed for the Byways, including Lake Champlain Walkways and Lake Champlain Paddleways. Please see Figure 2 for a map of the corridor and routes.

# Project Approach and Development

## The Lake Champlain Byways Project

Lake Champlain Byways consists of a corridor of significant resources which are accessed by a network of routes for multiple modes of transportation ~ motor vehicles, bicyclists, pedestrians, and boaters. The Byways corridor boundary is defined to include those resources that have a functional or physical relationship with the Lake. The Byways project involves the identification, promotion, and protection of these resources in an organized fashion throughout the Lake Champlain Region. It is intended to serve as a new approach to economic development by blending various travel modes with recognition of local heritage and resources.

Communities throughout the Region are working toward a shared identity in order to develop a cohesive action plan that balances economic development, tourism, and stewardship of the area's unique resources. The final product of this project is the completion of Corridor Management Plans, one for each county plus one for the overall Region. For more information on the overall Lake Champlain Byways project, please see Appendix B.

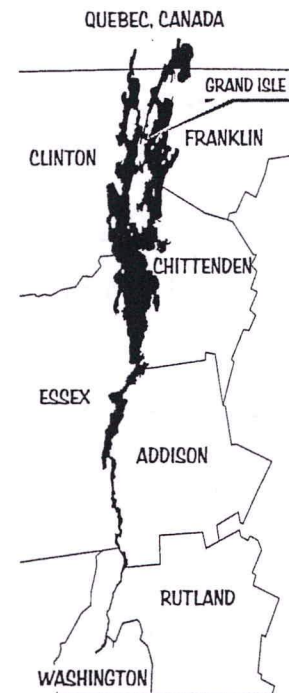


Figure 1  
The Lake Champlain Region

## Clinton County Lake Champlain Byways

In Clinton County, the Byways project was developed through the efforts of a local advisory committee using the results of specific work items that were completed as part of the project. The Byways routes, corridor, and associated Corridor Management Plan were completed over the course of eighteen months. The Corridor Management Plan is intended to be updated as necessary in order to reflect changes in the local resources, economy, or infrastructure.

### Local Advisory Committee

To start the project in Clinton County, the County Planning Department sent letters to many individuals in the County asking them to participate in the Local Advisory Committee (LAC). Groups such as each Town and Village, Plattsburgh State University and Clinton Community College, the Chambers of Commerce, the County Historical Association, and local business owners were all invited. Representatives of governmental agencies such as the Adirondack Park Agency and State Department of Transportation were also invited. Additionally, the Planning Department ran an advertisement in the *Plattsburgh Press-Republican* inviting local citizens to join the LAC.

From this effort, approximately twenty people joined with us to develop the project. The LAC members brought to the project diverse perspectives, including recreational, business, environmental, and tourism interests; their own ideas for the future of the County; a

willingness to share ideas, listen to other points of view, and work cooperatively for the good of the County; and the time and energy to see activities through to completion. The LAC worked to develop a Vision, Goals, and Objectives Statement, provide ideas for specific projects, and assist in the identification of local resources. While the LAC served as an advisory board throughout the project, final decisions were made by the Planning Department.

Over time, the LAC evolved into a broader group of citizens with a great range of interests. This helped develop the project into one which has widespread appeal throughout the County, and which can serve to benefit more residents and business owners. For a list of local Byways participants, please see Appendix C.

#### **Other Local Work Elements**

In addition to the LAC's efforts, much other work went into the development of the Corridor Management Plan. These work elements included reviewing and utilizing ideas from previous studies, inventorying the transportation and intrinsic resources of the Byways corridor, developing detailed action plans for projects identified during this process, and identifying potential funding sources for design and construction of those projects. The results of this work are contained throughout this document as well as in the Appendices.

#### **Our Byways Vision**

The Vision for Clinton County's Lake Champlain Byways is to enhance the quality of life for area residents and to enhance the experiences of visitors to the area. In addition, the Byways effort will result in a greater sense of connection to the Lake, so that the Lake has an increased presence in the lives and activities of both area residents and visitors.

The Vision for the Byways will be accomplished by protecting, improving, and showcasing the diverse cultural, natural, recreational, maritime, and historical sites and resources associated with the Byways.

# Defining Clinton County's Byways

## The Byways Corridor

The Byways corridor is defined by those resources that have a functional relationship with the Lake, and includes a variety of transportation routes necessary to access the resources. Based upon this definition, the chosen corridor includes the land east of Interstate 87 (the Northway), as well as specific areas west of the Northway. These western areas currently include the Lake Champlain Bikeways theme loops. By including these transportation routes, additional resources such as the William H. Miner Institute, the Lake Alice Game Management Area, and agricultural resources in Chazy and Peru are appropriately included in the corridor and provided access.

Within the Byways corridor, there are several transportation routes. These include the Champlain Trail, Lake Champlain Bikeways, Lake Champlain Walkways, and Lake Champlain Paddleways. Following is a description of each route (please also see Figure 2):

## The Champlain Trail

The Champlain Trail is the automobile-based mode of transportation throughout the Byways corridor. This road has already been designated a New York State Scenic Byway, and currently utilizes Routes 11, 9B, and 9 throughout Clinton County. As a result of work done during the Byways project, changes to that route are being proposed. The changes include utilizing the Lake Shore Road in Champlain, Chazy, and Beekmantown, and utilizing Cumberland Avenue and City Hall Place in the City of Plattsburgh. A more detailed description of the proposed Champlain Trail follows:

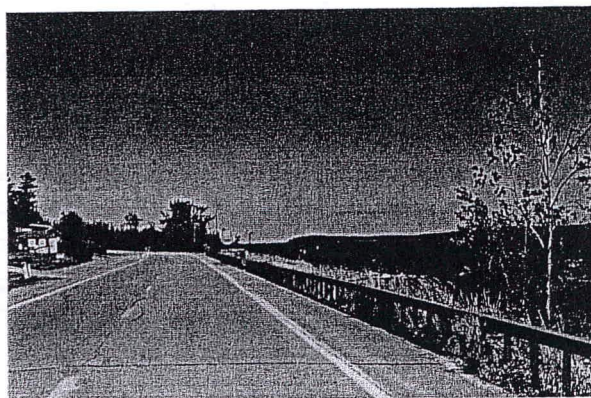


Photo 1  
Route 9, Peru

Beginning at the Canadian border in Champlain, the Champlain Trail travels south along Route 11 to the Village of Rouses Point, which serves as Lake Street along the Lake in the Village. Continuing south along Lake Street, the Champlain Trail utilizes Route 9B, traveling south to Coopersville, where it meets County Route 22 (Lake Shore Road). The proposed Champlain Trail utilizes Lake Shore Road, following the Great Chazy River to its mouth at the Lake. At the River's mouth, the proposed route continues south along Lake Shore Road through Chazy and into Beekmantown, passing by Point Au Roche State Park, where it turns west to meet Route 9. Lake Shore Road was chosen over Route 9 in this section of the route because it provides Byways travelers with a more relaxed atmosphere, has access to several natural and recreational resources, and offers unsurpassed Lake views.

The Champlain Trail travels south on Route 9 into the City of Plattsburgh, where the proposed route turns east onto Cumberland Avenue. This road travels along the Lake and then turns into City Hall Place at the mouth of the Saranac River. City Hall Place continues along the River until meeting

Route 9 in downtown Plattsburgh. Cumberland Avenue and City Hall Place serve Byways travelers better than Route 9 in this section of the route because they provide a more relaxed atmosphere, offer Lake views and access, and provide access to significant historical resources.

Picking up Route 9 in Plattsburgh, the Champlain Trail turns eastward and crosses the Saranac River. The route continues south, passing the former Plattsburgh Air Force Base first on the east and then on the west. Route 9 continues south along the Lake, through Valcour and into Peru. The route continues to follow the Lake until the AuSable Point area, where it turns inland slightly.

The Champlain Trail continues south on Route 9, crossing the AuSable River and entering the town of AuSable. Route 9 then crosses into Essex County, continues south, and again returns to Clinton County at AuSable Chasm. The Chasm is one of the most scenic views in either County, as well as a significant visitor center. South of the Chasm, the Champlain Trail continues south on Route 9, traveling to Keeseville. In downtown Keeseville, the route again crosses the AuSable River, and enters Essex County.

### Champlain Trail Links

In addition to the main Champlain Trail route, two important Clinton County links were identified that are also proposed to be included with the route. The northern link, in the Village of Rouses Point, is Route 2, which links Routes 11 and 9B to Alburg, Vermont, via the Rouses Point Bridge. This link serves as a crucial economic tie between the Northern Tier communities in New York and the Grand Isle communities in Vermont.

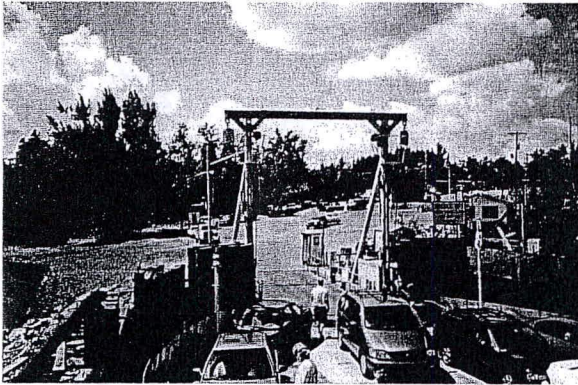


Photo 2  
Cumberland Head Ferry Landing

The southern link is on Cumberland Head in the Town of Plattsburgh, which links Route 9 to the Lake Champlain Transportation Company's ferry between Cumberland Head and Grand Isle, Vermont. This Cumberland Head Road and ferry combination not only serves as a crucial economic link between northern New York and Vermont, it also provides for a unique visitor experience. Together with the Rouses Point link, these roads also provide a seamless network for visitors, so they experience a sense of connection between the two states, rather than a distinct boundary.

During the development of the Byways project, there was much discussion regarding the pros and cons of utilizing the southern ("Bay side") versus northern ("other side") Cumberland Head Road. The northern Road has lower traffic volumes and less truck traffic than the southern road. However, the northern road is not nearly as scenic as the southern Road, and experiences higher traffic speeds. While the official Lake Champlain Bikeways route uses the northern road, many bicyclists travel on the southern road because of its scenic views.

Regardless, no discussion of either the northern or southern Cumberland Head Roads would be complete without acknowledgment of the multiple uses that they, and especially the southern Road, serve. In addition to increasingly serving as an economic and tourist route, the roadway must also serve the needs of the residents of Cumberland Head. In this context, the roads are used for non-automobile uses, including walking, cycling, running, and Lake access. The owners of many homes and seasonal camps must cross the roads in order to reach the Lake.

Because of these ever-increasing conflicts, there is much local support for a "Cumberland Head Connector Road", which is proposed to be constructed through the interior lands of Cumberland Head. The goal of the Connector Road would be to serve as an economic and tourist route between Route 9 and the ferry; the New York State Department of Transportation has already begun setting aside significant funds for both the design and construction of this Road. It is also hoped that a separate recreation trail will be included as part of the Connector Road project. The Byways supports the construction of the new roadway on Cumberland Head, as well as a separate recreation trail. At such time as this work is completed, the Champlain Trail route should be re-evaluated to determine the most appropriate road designation along Cumberland Head.

In addition to these two Clinton County links, on Route 9 in Essex County there is a connection to Port Kent via Route 373. In Port Kent, there is both an Amtrak railroad station and a Lake Champlain Transportation Company ferry between Port Kent and Burlington, Vermont. Essex County's Byways project proposes to add this connection by including Route 373 as a link on their section of the Champlain Trail. This addition will provide both Essex and Clinton Counties with greater economic and tourism links with Vermont.

### Lake Champlain Bikeways

Lake Champlain Bikeways works to increase opportunities for bicycling throughout the Region. To meet this goal, the Bikeways program develops and promotes a network of bike routes. The Champlain Bikeway, which is 350 miles, circles the entire Lake. In Clinton County, the Champlain Bikeway follows the proposed Champlain Trail route, as described above. However, currently it utilizes the northern Cumberland Head Road, and not the southern Road.

There are also 24 additional side loops throughout New York and Vermont; each loop is based upon a specific theme. In Clinton County, Lake Champlain Bikeways worked jointly with the Plattsburgh - North Country Chamber of Commerce, local bicycling enthusiasts, and the Byways project to develop a promotional guide outlining three theme loops. The guide, Bicycling the Northern Adirondack Coast, includes the following loops:

#### **Acres of Apples**

Acres of Apples begins and ends at Essex County's Port Kent ferry. It travels through the village of Port Kent and along the Lake and Wickham Marsh. From there, it travels through Peru's apple



Photo 3  
Local Bikeways Guide

orchards, farm stands, and the village itself. While heading back to the ferry, the loop again travels through farmland, and also includes the gorge at AuSable Chasm.

The 24-mile Acres of Apples loop starts at the Port Kent ferry in Essex County and travels north along Lake Street and Giddings Road to Route 9. The loop travels north along Route 9 to Bear Swamp Road, where it turns westward and travels to the village of Peru. In Peru, the loop briefly travels north on Route 22 and west on Route 22B, then makes a loop on Mannix Road, Old Town Road, Barney Downs Road, and River Road, winding up back at the intersection with Route 22B. At this intersection, the loop travels south on Jarvis Road, then turns east onto Brown Road. At the intersection with Route 22, the loop turns south, continuing on Route 22 until reaching Arthur Road. The loop travels east on Arthur Road, then turns onto Chasm Road and meets Route 9 near AuSable Chasm. From there, the loop travels north on Route 9, crosses the Chasm, and turns east onto Route 373, which it utilizes to return to the Port Kent Ferry.

### **Monuments, Mills & Music**

Monuments, Mills & Music starts at the Cumberland Head ferry, travels through the Head and along Plattsburgh Municipal Beach's recreation path, and includes many of the historic sites of downtown Plattsburgh. The loop heads west along the Saranac River valley through the area's pulp and saw mills, continuing to the village of Saranac where it travels past the church used for the Sunday afternoon "Hill and Hollow" music series. Returning on the wide shoulders of Route 374, the loop includes views of the Lake and Vermont's Green Mountains.

The 48-mile Monuments, Mills & Music loop begins at the Cumberland Head ferry. It utilizes the northern Cumberland Head Road, then travels along the recreational path at Plattsburgh's Municipal Beach until meeting up with Route 9. The loop travels south along Route 9 into downtown Plattsburgh, where it turns onto Cumberland Avenue, then onto City Hall Place. The loop then turns west onto Broad Street, and then turns onto Ruger Street. The loop utilizes Ruger Street until turning north on the Military Turnpike. The loop travels north until meeting Route 3, which it utilizes to travel west until meeting Route 22B. Traveling west on Route 22B, the loop travels through Morrisonville and turns west onto Flat Rock Road, and continues westward on Hardscrabble Road until rejoining Route 3 in the village of Saranac. From there, the loop travels eastward on Route 3 until meeting Picketts Corners Road, traveling northeast until meeting Bucks Corners Road. The loop follows Bucks Corners Road eastward until meeting Route 3, where it travels westward briefly to meet Gougeville Spring Road. The loop travels east on Gougeville Spring Road until again meeting Route 3, which it travels on eastward until meeting Route 374 in Cadyville. Route 374 takes the loop back into Plattsburgh, turning into Catherine Street. From Catherine Street, the loop turns east onto Broad Street and north onto Durkee Street, traveling to City Hall Place. From there, the loop continues onto Cumberland Avenue, back to Route 9, and travels north to the Municipal Beach path. From there, it again utilizes the northern Cumberland Head Road to return to the ferry.

### **The William H. Miner Story**

Beginning in the village of Chazy, the William H. Miner Story loop incorporates many of the Miner family's contributions to the area. The loop passes along the Chazy Rural Central School, the Alice T. Miner Museum, and the William H. Miner Agricultural Research Institute. It travels through the rural agricultural lands of Altona and Mooers, while also including the Lake views found on the Lake Shore Road in the towns of Champlain and Chazy.

The 35-mile William H. Miner Story loop starts in the village of Chazy and follows the Miner Farm Road west through Sciota, becoming Old Route 191 and traveling west toward the village of Altona. The loop then travels north along Joe Wood and Gilbert Roads to the village of Mooers. In Mooers, the loop briefly travels north on Route 22 until turning east on the Lavalley Road, which becomes Route 9B. Following 9B east, the loop meets the Lake Shore Road in Coopersville, and continues south along it to Chazy Landing. From there, the loop travels west on Old Route 191 back to the village of Chazy.

### **Lake Champlain Walkways**

Lake Champlain Walkways is to be a network of trails and roads that connect the County's communities and resources, and provide access to pedestrians. This network is currently in the pilot-study stage, and will be based upon work completed for the Hike and Walk Study portion of the Lake Champlain Byways project (please see page 26). Examples of walks and trails in Clinton County that will be part of Lake Champlain Walkways include the Walking Tour of Historic Keeseville, the to-be-completed Natural History Walking Tour of Keeseville, Plattsburgh's Riverfront Walk, and trails throughout the Point Au Roche State Park.

### **Lake Champlain Paddleways**

Lake Champlain Paddleways is to be a system of water-based routes for canoeists and kayakers which connect the Lake to its streams and rivers, up to the first non-navigable point. This system will include the Lake Champlain Paddler's Trail (please see page 28), which connects sites along the Lake that are accessible to the public. As with Lake Champlain Walkways, Lake Champlain Paddleways is also in the pilot-study stage. Examples of routes in Clinton County to be included in Lake Champlain Paddleways are the AuSable River, the Saranac River, and the Great Chazy River.

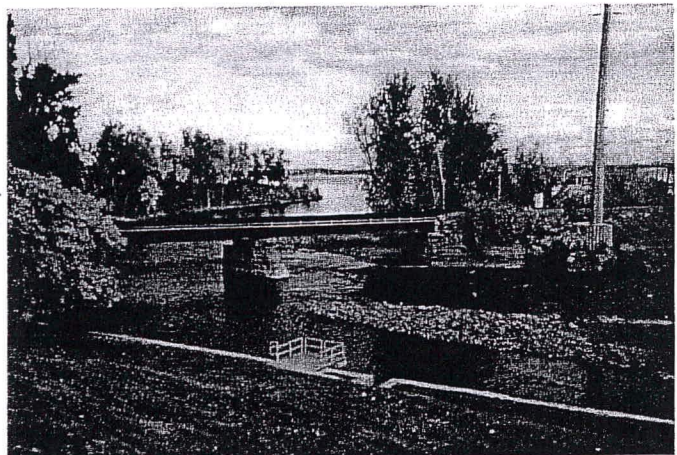


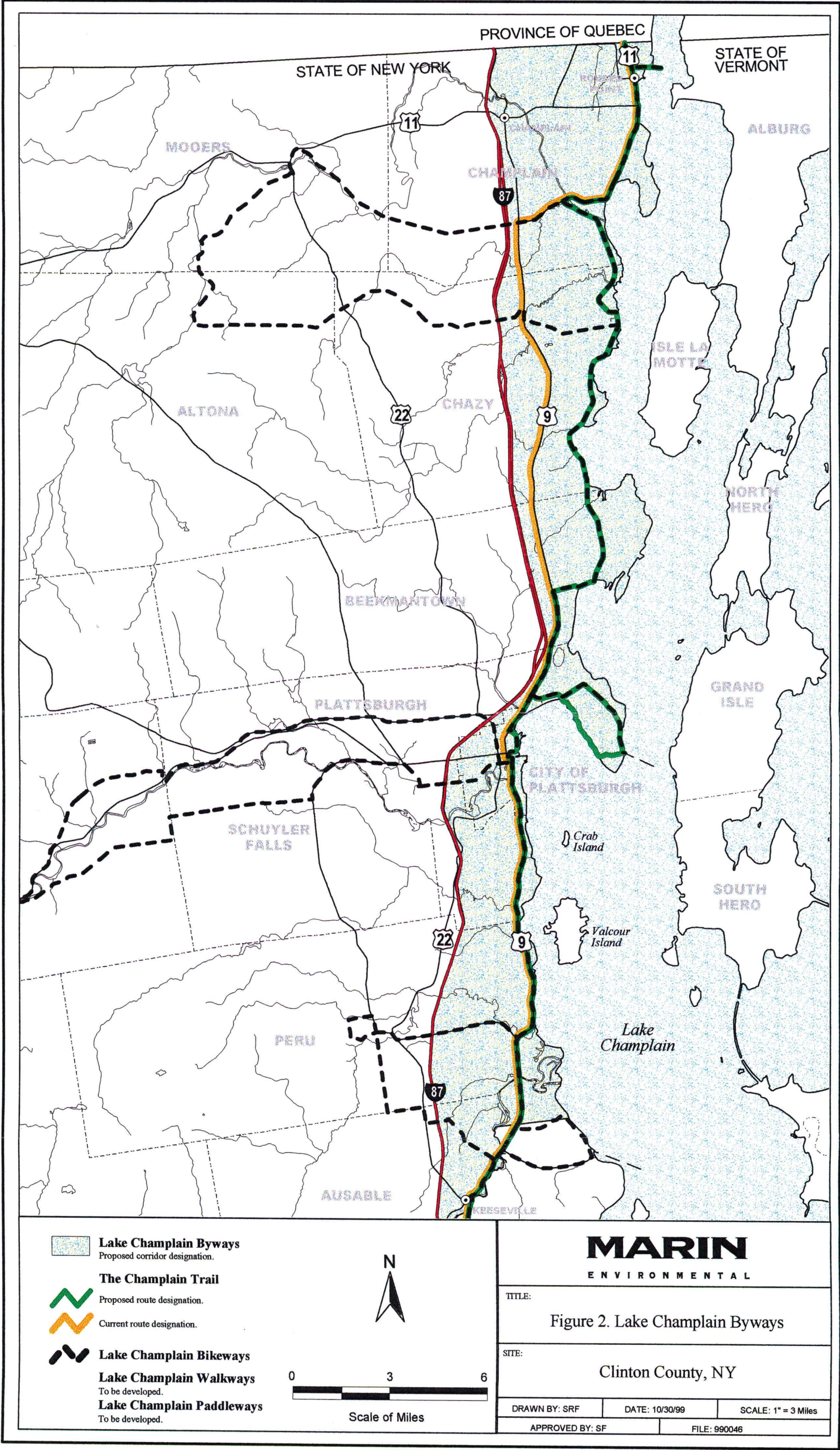
Photo 4  
Saranac River & Lake Champlain, Plattsburgh

### Proposed Changes to the Champlain Trail State Scenic Byway

As discussed above, the Champlain Trail is already a New York State Scenic Byway, traveling on Routes 9 and 9B for the length of the County. As a result of the Lake Champlain Byways project, we propose to make some changes to the designated roadway, and also to add the corridor, its resources, and other transportation modes to the Byway.

In order to reconcile the differences proposed by this project, the County Planning Department should submit the proposed changes and additions to the State Scenic Byways Advisory Board. Because members of the Advisory Board have been involved in and supportive of the Lake Champlain Byways project, it is anticipated that adoption of these changes and additions will be uncomplicated. Specifically, the proposed changes to the current Champlain Trail State Scenic Byway include the following:

- Adding a corridor to include the lands and resources east of Interstate 87, as well as the roads to the west of the Interstate that are part of the Lake Champlain Bikeways system.
- Changing the current road route, including utilizing Cumberland Avenue in the City of Plattsburgh and the Lake Shore Road in Beekmantown, Chazy, and Champlain.
- Adding road linkages to Canada and Vermont via Routes 11 and 2 in Champlain and Rouses Point, and the Cumberland Head Roads in Plattsburgh.
- Adding Lake Champlain Walkways, a developing network of trails and roads that connect communities and resources.
- Adding Lake Champlain Paddleways, a developing system of Lake- and river-based routes that connect communities and resources.



# Exploring Clinton County's Byways

## The Transportation System

As with all areas of the country, the transportation system in the Byways corridor is automobile-based. However, there are many opportunities for combining automobiles with other modes of transportation, such as the railroad, ferry, airport, and bus systems. In an effort to better define the opportunities and needs of the Byways corridor, each mode of transportation was assessed for its ability to serve Byways travelers.

### Roadway Conditions

In the northern portion of the County, the Champlain Trail and Champlain Bikeway routes are located along Route 9B, which is a state road. Generally, this road is in fair condition and serves the needs of its users. Where 9B crosses the Great Chazy River, the Champlain Bikeway and proposed Champlain Trail routes pick up County Route 22, the Lake Shore Road. While this road has a good alignment, it is narrow with minimal shoulders; there is a need for wider shoulders in order to better accommodate bicyclists and walkers. It is also in need of regular pavement maintenance. The construction of rest areas or view points on the Lake Shore Road would also be beneficial to residents and visitors, so that they may view the Lake without compromising safety.

In Beekmantown, the Champlain Trail and Champlain Bikeway routes pick up Route 9, a state route, and generally follow this to Essex County. Most of Route 9 is in good condition, with an acceptable alignment and adequate shoulders, although in the City of Plattsburgh some areas would benefit from wider shoulders or sidewalks. In particular, the area of Route 9 near the Georgia Pacific Corporation is heavily traveled with tractor trailers, and is dangerous for bicyclists and pedestrians. The Champlain Bikeway and proposed Champlain Trail routes deviate from Route 9 at the southern corner of Georgia Pacific in order to travel on Cumberland Avenue. This road serves a combination of residential and historic/public land uses, making for a variety of traffic. Generally, Cumberland Avenue is in good condition and has an acceptable alignment.

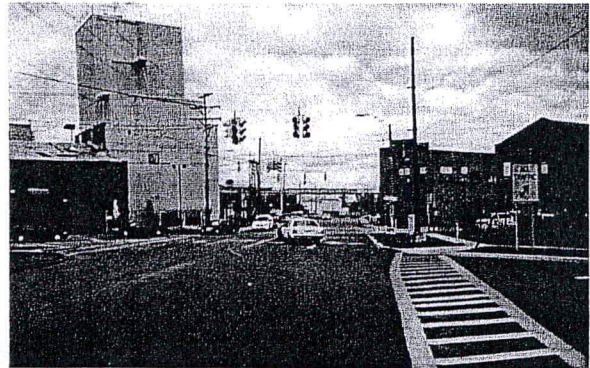


Photo 5  
Georgia Pacific Plant, Route 9, Plattsburgh

The bridges on the Champlain Trail and Champlain Bikeway routes are generally in acceptable condition. However, there has been much discussion during the development of this project regarding the width of the Scomotion Creek Bridge on Route 9 in the City of Plattsburgh. This bridge is only two lanes, while on either side of it the road is four lanes. Also, there are sidewalks on both sides of the road, but not on the bridge itself. Further, this area of Scomotion Creek is a recreation spot. The bridge is scheduled to be replaced

within five years, with the lanes and sidewalks widened at that time; a hand boat launch near the bridge area would be a welcome addition as well.

There are also roadway links to Canada and Vermont. In Rouses Point, these include state Route 11, which goes to Quebec, and state Route 2, which goes to Alburg, VT. Both of these roads are in good condition, with sufficient road and shoulder widths, acceptable pavement conditions, and reasonable alignments. The third Byways link is on the Cumberland Head Roads in the Town of Plattsburgh. For the current and future uses of these roads, they are narrow with minimal to nonexistent shoulders. The pavement and subbase must withstand heavy truck traffic, beyond what they were designed for. The Byways supports the construction of a new roadway on Cumberland Head, as well as a separate recreation trail. At such time as this work is completed, the Champlain Trail and Lake Champlain Bikeways routes should be re-evaluated to determine the most appropriate road designation along Cumberland Head.

In addition to the Champlain Bikeways route, which travels on the same roads as the Champlain Trail, there are three local theme loops in the County; these loops were identified and described starting on page 6. Generally, the roads on these loops are in adequate condition for cyclists. However, a detailed inventory and assessment of these roads, and list of recommended improvements aimed at cyclists, has not been done.

#### **Train Services**

The Adirondack, run by Amtrak, serves as a daily rail connection between Montreal and New York City, where it connects to the line to Washington, D.C. Currently, the southbound train leaves Montreal in mid-morning, is in the County at lunchtime, and arrives in NYC in the evening. The northbound train leaves NYC in the morning, is in the County in the afternoon, and arrives in Montreal at dinnertime. On both trains, bicycles are welcome. The rail line, particularly south of Plattsburgh, travels directly along the Lake shore. This route provides rail passengers with dramatic views of the Lake, natural communities, and local cliffs which can only be seen from the train.

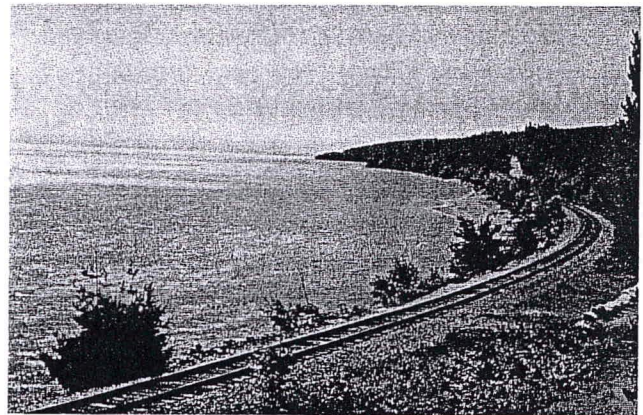


Photo 6  
Railroad Line, AuSable

In the County, there are rail stops in Rouses Point and Plattsburgh. The Rouses Point stop serves as a customs and immigration check point. The original Rouses Point station and its replacement are located side by side on the western edge of the village, along Pratt Street. There is ample parking at the Rouses Point station. In Plattsburgh, the station is located on Bridge Street, near the intersection with Dock Street. The building has been renovated,

and part of the structure is used for commercial purposes. At the train station, there is limited parking, a poorly-aligned entrance, and poor signing.

In addition to the two Clinton County rail stops, there is a stop just south of the County line in Port Kent. Access to this station is via Route 373, which meets Route 9 in Essex County, between the two Clinton County road sections. Essex County proposes to add a connection to the station by including Route 373 as link on their section of the Champlain Trail.

### **Ferry Services**

Lake Champlain Transportation Company runs a 24-hour pedestrian, bicycle, and vehicular ferry between Cumberland Head and Grand Isle, Vermont. The ferry is used extensively by commuters, commercial truckers, residents, and tourists. Up to three ferries run simultaneously at this Lake crossing; even so they are sometimes at capacity. At particularly busy times of the summer, the parking area can reach maximum capacity; this area is located on the inland side of the Cumberland Head Road. Access to the ferry is by the northern or southern Cumberland Head Road.

In addition to this ferry, the Lake Champlain Transportation Company also runs a ferry just south of the County line, between Port Kent in Essex County and Burlington, Vermont. This ferry is longer and more expensive than the Cumberland Head ferry, and runs in summer only. However, it provides a direct link to Burlington's downtown. Access to this ferry is via Route 373, which meets Route 9 in Essex County, between the two Clinton County road sections. Essex County proposes to add a connection to the ferry by including Route 373 as a link on their section of the Champlain Trail.

The Cumberland Head and Port Kent ferries provide a crucial economic link between northern New York and Vermont. In addition, they provide visitors with a unique water-based mode of transportation, a means to "experience" the Lake, and a sense of connection between the two states, rather than a distinct boundary.

### **Airport Services**

The Clinton County Airport, located on Route 3 in the Town of Plattsburgh, has regularly-scheduled commuter service to and from Albany, Newark, Rochester, Saranac Lake, and other New York cities, as well as Boston, Massachusetts, and Burlington, Vermont. Private charter and sightseeing flights are also available. Additionally, two rental car companies have services at the terminal.

### **Public and Private Transportation Services**

County-wide public bus services are provided by Clinton Area Rural Transit, or CART. There are several designated routes around Plattsburgh and throughout the County, as well as individual, complementary services for Plattsburgh area residents with disabilities. CART also recently added a twice-daily bus connection to the Cumberland Head ferry. Additionally, the Greyhound bus line serves the area via a terminal on Route 3 in the City of Plattsburgh. There are also several private taxicab companies in the Plattsburgh area.

## Corridor Resources

As with all Byways Corridor Management Plans, the intrinsic qualities associated with the Byways corridor have been inventoried and evaluated. As described in Appendix A, for the Lake Champlain Byways project these qualities include cultural, historic, natural, recreational, scenic, and working landscape resources. A description of these resources is described below; please see Appendix D and Figures 3 and 4 for a complete inventory. Additionally, two documents are invaluable for their detailed information on resources in the Region ~ The Lake Champlain Basin: Cultural Resources Planning Needs Assessment (Argus Architecture & Preservation, for the Lake Champlain Basin Program, August 1995) and the Champlain Valley Heritage Corridor Inventory (Associates in Rural Development, Inc., for the U.S. National Park Service, May 1998); both of these studies are recommended for additional resource information.

### **Cultural Resources**

Cultural resources can be divided into three types: heritage-based, community events, and community services. Examples of heritage-based cultural resources in the County include Keeseville's Historic Walking Tour and the Alice T. Miner Museum in Chazy. There is also a strong French-Canadian presence in the region.

Second, community events play an essential role in weaving together and strengthening the relationships among residents of each community, as well as energizing the county as a whole. As with all of the Lake Champlain Region's communities, the city, villages, and towns in the County hold regular or annual events which create traditions that bind the residents of the community together. These gatherings also encourage tourists to visit the area, not just once, but annually. Community events throughout the Byways corridor include festivals such as the Mayor's Cup, the Battle of Plattsburgh Reinactment, and the Rouses Point Winter Carnival. Other, regularly-scheduled, community happenings include the Plattsburgh's Farmer's Market and events sponsored by the Council on the Arts.

Third, community services play an important, and sometimes vital, role in the overall ability of an area to provide for its residents and visitors. These services include Champlain Valley Physician's Hospital in downtown Plattsburgh, the State Police in Plattsburgh and Chazy, and educational resources such as Plattsburgh State University and Clinton Community College.

### **Historic Resources**

Due to Lake Champlain's importance in the military history of the United States, there is an abundance of historical resources throughout the Byways corridor. These resources include sites, structures, organizations, and interpretations. Many of the County's historical resources are in excellent condition and are currently in use for related purposes. For example, the Kent-Delord House Museum in Plattsburgh



Photo 7  
Clinton Community College

was once the residence of a wealthy local family; it was overtaken by the British and served as their headquarters during the Battle of Plattsburgh. Today, the property serves as a museum with formal gardens; many educational programs and concerts are also held there. Clinton Community College, located on Bluff Point in the Town of Plattsburgh, is another example of a historic resource that has been converted to modern use; the main building and several smaller buildings at the College were once part of a grand Hotel Champlain.

However, some historical resources, such as the privately-owned Fort Montgomery in Champlain, are in poor condition and need extensive reclamation. Other resources remain in use, despite their condition. For example, the Chazy Pumphouse, which was constructed by the Miner family in 1916 in order to provide water to the Chazy Rural Central School, is currently used by the Chazy Fire Department to control water levels at the nearby dam and to supply water for the School's pond. While the building continues to serve these necessary uses, it remains in need of structural and exterior repairs. To date, the Town has been unable to raise the funds necessary to restore and preserve this building.

Other historical resources throughout the County include the former Plattsburgh Air Force Base, several local historical societies, and numerous sites, buildings, and monuments in the Village of Keeseville and in the Plattsburgh area. Additionally, the communities of Plattsburgh and Keeseville have interpreted and promoted their historical resources by developing self-guided walking tours of their downtowns.

#### Natural Resources

The geologic history and topography of the Champlain valley have resulted in the presence of many unique natural features and resources. In Clinton County, perhaps the most significant of these resources is AuSable Chasm, formed by the geological movements of the Ice Age. Today, the Chasm represents an outstanding example blending natural resources with responsible tourism development. The private tourist attractions at the Chasm, including rafting tours and river walks, add to the use of and interpretation of the site's natural beauty, while still allowing for free public access to the Chasm.

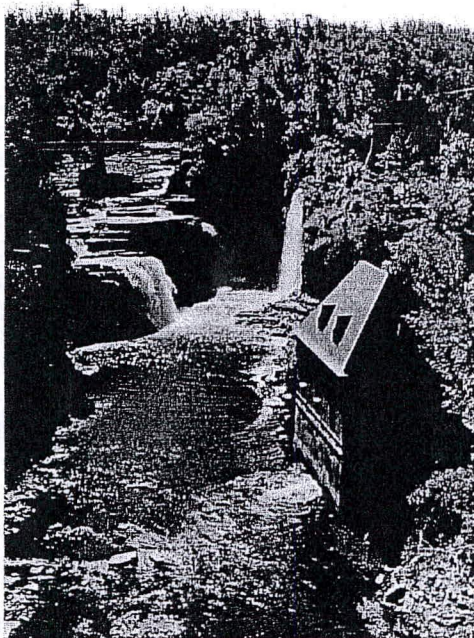


Photo 8  
AuSable Chasm

Most of the other significant natural resources in the County are incorporated within local or state recreation areas. These include the dunes at the Plattsburgh Municipal Beach, the marshes and wetlands found at the many state game and wildlife management areas, and the waters and low-lying lands of the Great Chazy, Saranac, and AuSable Rivers, all of which serve as wildlife habitats.

### Recreational Resources

Clinton County is blessed with active and passive recreational resources of all kinds. There are several large state parks in the corridor, such as Point Au Roche State Park in Beekmantown. Excellent fishing and hunting can be found at the state game areas, such as the AuSable Game Management Area. Almost every town has at least one local or state boat launching facility to access Lake Champlain. There are also many smaller recreational spots throughout the corridor, including local parks, walking and bicycling paths, and recreational fields. Generally, the recreational resources throughout the corridor are heavily used but in fair to good condition. Many of the larger facilities, particularly in the northern half of the corridor, are used extensively by Canadian visitors.

### Scenic Resources

The Byways corridor throughout the County is, by anyone's standards, exceptionally scenic. It is interspersed with farms, forests, and lake views. Small communities such as Chazy Landing are scenic in their own right, with beautiful historic homes and up-close views of the Lake. Throughout the corridor, the Adirondack Mountains provide a backdrop to the farmlands of the valley, while the Green Mountains in Vermont provide a backdrop to the Lake.

In addition to the rural scenery found throughout the corridor, the larger villages such as the City of Plattsburgh and Villages of Keeseville and Rouses Point are enhancing their downtowns in order to be more welcoming to residents and visitors alike. These upgrades include historic lighting, improved sidewalks, benches, and parks, and the addition of shade trees and other landscaping. These improvements enhance the scenic qualities of downtown commercial and residential areas.

### Working Landscape Resources

The Byways corridor includes many agricultural resources; dairy farming and maple sugaring remain a way of life for a significant number of Northern Tier residents while apple orchards are prevalent throughout the entire corridor. These resources have been identified by the LAC as an important quality in the county, because they serve to identify the area and separate it from its neighbors. Residents enjoy and appreciate the working landscape ~ its open lands, the opportunity to purchase locally-grown foods, and the reinforcement of how their food reaches the table.

Residents are also conscious of low milk prices and weather's influence on apple crops. The devastation of the Ice Storm of 1998 impacted farmers greatly ~ barns collapsed, cows could not be milked, milk could not be kept cool, and sugar maples were damaged and killed. Particularly in the Northern Tier, the economic and visual results of the Ice Storm will be seen for decades in the farms that could not financially survive and the acres of forests that were devastated.



Photo 9  
Local Farm Guide

As traditional farming becomes harder financially, diversified and alternative farms are emerging in the county, particularly in the Chazy area. These endeavors include raising sheep for wool, promoting sustainable practices, growing flowers, and encouraging public tours. This type of farming is still in its infancy, however, and innovative techniques should be encouraged.

### Corridor Characteristics

Much of the land along the northern part of the Byways corridor is rural, level, agricultural land, generally consisting of dairy farms, apple orchards, and maple sugar producers. In addition to being scenic in its own right, this landscape allows for exceptional views of the northern edge of the Adirondack mountains to the west as well as Lake Champlain and Vermont to the east. There are also several well-defined villages of varying sizes ~ Champlain, Rouses Point, Chazy, and Chazy Landing. There are general stores in Champlain and Rouses Point which provide food, gasoline, and public telephones and restrooms for Byways travelers. Chazy also has services for travelers, although on a more limited scale. Chazy Landing is limited to well-kept private homes, many of which are historic.

In the northern sections of the Champlain Bikeway and proposed Champlain Trail routes, most of the land along the roadway is private, allowing few opportunities for Lake access. However, there are public access points in Rouses Point, the Great Chazy River boat launch, Point Au Fer, and Point Au Roche. Most of these areas have public restrooms. There are also a few private marinas along the route; these businesses cater primarily to motorized boating and ice fishing but also provide limited traveler services such as food, telephones, and restrooms.

In the Plattsburgh area, land uses are mixed, and include residential, commercial, and industrial areas. There are also recreational uses mixed throughout the area, including Cumberland Bay State Park, Plattsburgh Municipal Beach, several local parks, and multiple uses along the Saranac River. All types of traveler services are available, including restaurants, hotels, and stores selling food and gasoline. Many establishments have public restrooms and telephones, and there are also several public entities that provide these services. The Champlain Shores Visitor's Center is located in Plattsburgh, and provides visitors with bilingual tourism information, restrooms, outdoor benches, and a bicycle rack.

At the southern end of Plattsburgh, the former Plattsburgh Air Force Base occupies a large section of the Byways corridor. The Base has a significant length of property along the Lake, much of which is now being developed for a public recreation trail. Between Plattsburgh and Keeseville, most of the land in the corridor is residential or agricultural, with limited commercial business along Route 9. Peru is especially known for its apple orchards, and there are several within the corridor. In this area, the Champlain Bikeway and Champlain Trail routes again follow the Lake. As with the area north of Plattsburgh, most of the land along the roadway is private, allowing few opportunities for Lake access. However, there are public access points at Clinton Community College, the Peru boat launch, and AuSable Point. These areas have public restrooms, and the College and AuSable Point Campground have public telephones as well.

Similar land uses continue south until reaching AuSable Chasm. The Chasm is a significant historic, natural, and scenic resource in the area, as well as a large visitor center. Private operations at the Chasm provide travelers with food, restrooms, and telephones. Continuing south to Keeseville, land uses in the corridor become mixed, and include commercial, residential, and historic areas. All types of traveler services are available in Keeseville, including restaurants, hotels, and stores selling food and gasoline. Many establishments have public restrooms and telephones, and there are also several public entities that provide these services.

### Economic Development

Clinton County is a key part of the Champlain - Hudson Corridor, a bi-national economic region which encompasses the area from Montreal, Quebec, to Albany, with elements stretching north to Quebec City, Quebec, and south to New York City. Economic developers, chambers of commerce, and government and business leaders are coming together to form a broad-based coalition of interests in order to support the growing global economy now taking shape in the Corridor.

A Canadian influence in the County is evident in three distinct forms ~ local heritage, economy, and tourism. Many County residents have a French-Canadian heritage from the days of vibrant mill and industrial economies, when French-Canadians relocated to areas such as Plattsburgh, Keeseville, and AuSable Forks. The economy of the County has also diversified into Canadian industrial and manufacturing development, particularly from Plattsburgh north. Third, there is a strong Canadian tourist population that visits the County on a regular basis. Much of this tourism is based upon the natural and recreational resources available here; the County's state parks and boat launches are used extensively by Canadian visitors. Because of the strong Canadian presence, there are many bilingual signs and publications throughout the County. The Byways encourages the increased use of bilingual text in both the public and private sectors, including the transportation system, as a way to increase safety, celebrate the heritage of many residents, and make the area welcoming for economic development and Canadian visitors.

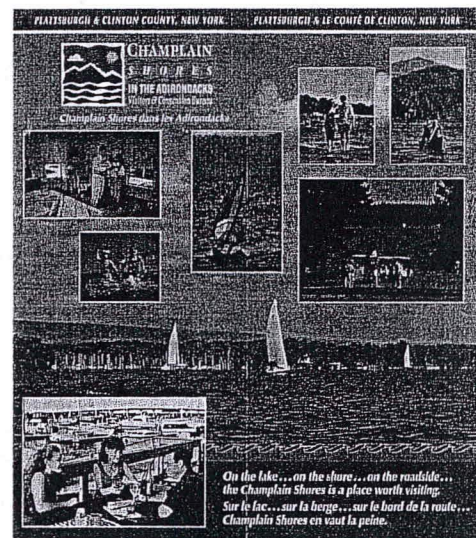


Photo 10  
Bilingual Visitor's Guide

Due to the area's close ties to Quebec as well as the integration of the U.S. and Canadian economies, towns in the northern half of the County are expanding their economic base by drawing a significant number of Canadian industrial and manufacturing firms into their industrial parks. These firms provide well-paying jobs to local residents without significant detrimental impacts, resulting in their welcoming presence in the area. However, the firms rely on trucking as their primary means to transport goods, and thus adequate roads and access to and from Quebec are essential. The U.S. Border Crossing, located on Interstate 87 in Champlain, is the main Crossing for these firms, and is also one of the top four commercial gateways between the U.S. and Canada. However, due to the significant increases in commercial traffic over the last decade, commercial, tourist, and private traffic all frequently experience substantial delays. It is anticipated that

commercial traffic at this facility will continue to increase significantly in the coming years; the truck movements are estimated to be 1,200,000 by as early as 2005. For both economic and tourism purposes, the Byways supports improvements to this facility, to include facility upgrades, technological improvements, and adequate staffing.

In addition to its growing industrial and manufacturing base, the Northern Tier relies heavily on agriculture, with dairy farms, maple sugar operations, and apple orchards being some of the mainstays of the economy. There are also many historic and recreational resources, resulting in the development of a small service and tourism economy.

The Plattsburgh area economy is diverse, and includes New York State's fastest-growing manufacturing base. There is also a large service sector encompassing hotels, restaurants, shopping centers, and other mainstays of an urban area. The economy is supplemented by a stable professional base whose employers include Champlain Valley Physician's Hospital, SUNY Plattsburgh, and Clinton Community College. Additionally, the former Plattsburgh Air Force Base is being developed into a multi-use economic facility, including tenants such as industrial and manufacturing firms, a senior living facility, and possibly a visitor and interpretive center. Plattsburgh is also part of the Triangle of Excellence, a cooperative venture involving the cities of Plattsburgh, Burlington, Vermont, and St. Jean-sur-Richelieu, Quebec, aimed at pursuing shared economic, cultural, and community development objectives.

South of the Plattsburgh area, there is little in the way of economic development, with the exception of several large apple orchards in Peru, until reaching Keeseville, one of the area's main economic centers. Keeseville has many significant natural and historic resources, including more than 145 structures in its multiple-use National Register Historic District as well as magnificent falls and gorges on the AuSable River. The Keeseville area is a gateway in many ways ~ it serves as the link from the Champlain region to the Adirondack High Peaks, it has both a ferry and a railroad station at Port Kent, and it serves as the intersection for the Northway and Routes 22, 9, and 9N. While many area residents commute north or south for employment, there is also a stable and diversified economic base in Keeseville, with many locally-owned independent businesses of all sizes. Keeseville is continuing to improve its local economy and redevelop its downtown area through increased visitor services, adaptive re-use of historic properties, improved parking and street improvements, and recreational and natural improvements.

#### Waypoint Communities

Waypoint communities are those cities, towns, or villages that offer (or may be able to offer) Byways services such as various types of transportation, visitor services and amenities, visitor information, and public restrooms. These communities serve as a hub of activity for the area, and also serve as a gateway into or out of the Byways.

In Clinton County, there are three waypoint communities ~ Keeseville, Plattsburgh, and Rouses Point. While each of these areas serve a unique purpose, they are all similar in that they welcome visitors to the County via distinct gateways. Each community has its own flavor; therefore, the development of each waypoint community must serve not only the visitor, but also complement the unique characteristics of the community.

## Byways Principles, Themes, and Projects

### A Local Focus

Throughout the development of the Byways project, Clinton County's LAC has centered on five distinctive qualities of the area ~

**Military History** ~ There is a great deal of interest in the vital role that Clinton County played throughout the military history of the United States. Many military historical sites throughout the County, and especially in the Plattsburgh area, have been restored and are open to the public.

**Recreational Opportunities** ~ Both the residents and visitors to the area have great opportunities for recreation, in all seasons of the year. Typical activities are Lake-based (such as swimming, sailing, fishing, and ice-fishing) trail-based (hiking, walking, and cross-country skiing), or passive (picnics, "Lake-watching").

**Agriculture** ~ Clinton County residents are both active in and supportive of many types of agricultural activities. The predominant forms of agriculture in the County are dairy farming, maple sugar production, and apple orchards. Agriculture is a vitally important part of the County economy; it also helps to create the scenic landscape of the Byways corridor.

**Connections to the Lake** ~ Throughout the County, there are access points to the Lake, mostly as a result of local and state parks and recreation areas. Still, there is a need for increased Lake views and access so that residents and visitors may better enjoy the Lake.

**Canadian Influences** ~ Throughout the length of Clinton County, there is a strong Canadian presence; this presence is seen in three distinct ways ~ local heritage, economy, and tourism. The Canadian influences of the County permeate the every-day culture of the region's residents.

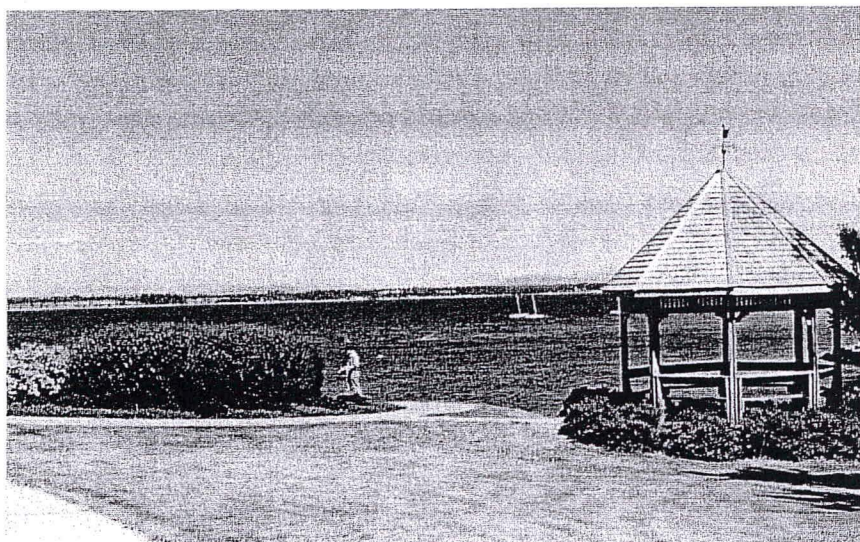


Photo 11  
Overlooking Plattsburgh Bay

### Our Byways Vision

The LAC and other Byways participants worked to create and finalize a Vision statement that provides focus to the project while encouraging creativity in the continuation of the project from this point forward. The Vision statement also includes a set of goals, objectives, and specific projects that, when implemented, will see the Byways Vision through to reality:

The Vision for Clinton County's Lake Champlain Byways is to enhance the quality of life for area residents and to enhance the experiences of visitors to the area. In addition, the Byways effort will result in a greater sense of connection to the Lake, so that the Lake has an increased presence in the lives and activities of both area residents and visitors.

The Vision for the Byway will be accomplished by protecting, improving, and showcasing the diverse cultural, natural, recreational, maritime, and historical sites and resources associated with the Byway.

In order to implement the Vision of the Clinton County Lake Champlain Byways, the following goals, objectives, and projects have been identified:

- I. Develop a sense of connection to Lake Champlain through improvements and additions to both physical access points and Lake views from the corridor.
  1. Improve visual access to the Lake.
    - Develop roadway and trail systems of loops and spurs off the main corridor, along and across the Lake.
    - Enhance current and identify additional scenic Lake overlooks for vehicular and non-motorized corridor users.
  2. Identify underutilized and underdeveloped public access points and develop strategies for enhancement.
    - Promote public use and access to the former Plattsburgh Air Force Base marina, including the development of multi-use facilities.
    - Work with other interested parties to develop a multi-use facility at the proposed Crab Island Vista Park.
    - Support the development of an improved waterfront in the Village of Rouses Point, including a beach and recreation area.
- II. Maintain and enhance the aesthetic qualities of the Byway corridor.
  1. Encourage transportation enhancements that keep roads on a local scale while allowing for the needs of vehicular users and pedestrians.
    - Support construction of a new roadway on Cumberland Head, as well as construction of a separate recreational path along that road.
    - Encourage roadway improvements that reduce conflicts between vehicular and non-motorized users.
    - Encourage the continued development of public transportation throughout the corridor and with connections to the rest of the Lake Champlain region.
    - Support improvements to the U.S. Border Crossing on Interstate 87 in

Champlain, to include facility upgrades, technological improvements, and adequate staffing.

2. Encourage private and public beautification efforts along the corridor.
  - Consider adoption of an identifiable planting scheme.
  - Encourage cleanup of local public and private facilities.
  - Work with local civic groups and businesses to develop additional "adopt-a-highway" miles.
  - Encourage the installation of trash containers at feasible locations.

III. Improve access to and quality of recreational facilities both along and on the Lake, and encourage the development of additional facilities.

1. Support the strategic placement of restroom facilities for multiple types of corridor users.
2. Support grant funding for recreational facilities along the corridor and on the Lake.
  - Encourage continued federal funding for the Environmental Protection Agency, Department of Transportation, Land and Water Conservation Fund, and other appropriate programs.
3. Encourage the continued development of non-motorized recreational facilities along the corridor.
  - Develop a corridor-wide inventory of existing trails for walkers, hikers, and bikers.
  - Create a multi-use trail along the Lake connecting local roads ending at the Lake.
  - Where feasible, encourage shoulder widening and the development of dedicated bike lanes on existing roads.
  - Support the goals and projects outlined in the Lake Champlain Trail Masterplan, for the development of an on- and off-road recreation trail along the Lake.
  - Support continued improvements to the Chazy Recreational Fields.
  - Encourage the restoration of the Pines Building at Clinton Community College and its re-use as a destination for bicyclists.
4. Improve, promote, and encourage the development of Lake-based recreation facilities for residents and visitors.
  - Identify, improve, and increase the number of boat launches and fishing access points.
  - Work with other interested parties to develop multi-use facilities at Wilcox Dock.
  - Support the construction of a hand boat launch for Scotion Creek.
  - Explore the creation of a multi-use privately run Lake-based center, including boat rental, sailing, canoe, kayak, and safety training facilities.
  - Promote the development of a Lake-wide, multi-state, fishing licence.
  - Encourage the development and use of Lake-side venues for cultural activities such as concerts and plays.
  - Encourage the production and promotion of nautical charts.

- IV. Improve residents' and visitors' awareness, understanding, and appreciation for the Byways' recreational, natural, cultural, and maritime sites and resources.
1. Develop the infrastructure for continued implementation of Byways activities.
  2. Encourage communication and partnerships among various public, non-profit, and for-profit organizations.
    - ☐ Organize annual corridor symposiums, with all interested groups attending, in order to promote the development of Byways activities.
    - ☐ Organize symposiums of particular interest groups in order to promote awareness of each other's activities.
    - ☐ Remain involved in the development of Lake Champlain Byways activities.
  3. Construct a means to understand, interpret, and educate residents and visitors about the corridor's sites and resources.
    - ☐ Inventory the sites and resources along the corridor.
    - ☐ Develop and promote an educational guide and map highlighting the corridor's sites and resources.
    - ☐ Encourage the installation of interpretive plaques at important sites and resources.
    - ☐ Work with other interested parties to assure that Benedict Arnold's boat is maintained in the Plattsburgh area following its restoration.
    - ☐ Encourage and work toward the development of a historical and interpretive center at the former Plattsburgh Air Force Base.
    - ☐ Encourage the restoration of Fort Montgomery.
    - ☐ Support the restoration and continued use of the Chazy Fire Department pumphouse.
    - ☐ Encourage the development of a French Heritage Festival in the area.
    - ☐ Encourage the continuation of traditional and innovative farms by supporting the efforts of the Cornell Cooperative Extension and other agricultural groups.
  4. Promote educational opportunities in local schools that highlight the corridor's sites and resources.
    - ☐ Meet with local school officials to discuss their needs and means to assist them.
    - ☐ Organize existing programs and encourage their promotion.
    - ☐ Advocate the integration of local sites and resources into school curriculums.
    - ☐ Prepare and guide field trips to important sites and resources.
    - ☐ Involve students in the planning and implementation of Byway projects.
  5. Promote the Byways corridor in an efficient and effective manner to both residents and visitors.
    - ☐ Create a comprehensive marketing plan.
    - ☐ Encourage the installation of bilingual signs and customer service materials in both the public and private sectors, as well as on the transportation system.

- Promote the Byways through television, brochures, tapes, videos, the Internet, guidebooks, and other means.
- Create a permanent Byways display at transportation hubs both within and beyond the Lake Champlain area.
- Work with other Lake Champlain Byways regions to develop a Byways-wide uniform sign theme.

### Local Projects We're Working On

During the development of the Corridor Management Plan, we began implementing the Byways goals and objectives by choosing several projects to develop further; they are described below. A consulting engineering firm was retained to complete these projects by the end of October 1999.

#### **Best Uses for Underutilized Parcels**

Byways participants have expressed the desire for additional public Lake access points and Lake-based recreational facilities. Therefore, this project involves the identification of publicly-owned parcels along Lake Champlain, a determination of what types of Lake access and recreational facilities exist today and what types are most needed, and the development of proposed best uses for five of the identified parcels. The final products will include preliminary design sketches and design and construction cost estimates for each parcel.



Photo 12  
Local Byways Meeting

#### **Scenic Lake Overlooks**

Another goal of the Byways project is to develop a closer connection to the Lake. As with the above project, this project involves the identification of publicly-owned parcels along the Lake, but this time only includes those with existing or possible scenic Lake overlooks. The five best possible sites will be chosen, and preliminary design sketches and design and construction cost estimates will be developed for each parcel.

#### **Restroom Prototypes**

There is an interest on the part of both residents and visitors to develop additional public restrooms along the corridor. In order to complete this project, a review of available sanitary technologies will be conducted in order to determine the best techniques available for three possible types of restrooms ~ those connected to public water and wastewater systems, those that will require on-site sanitary systems, and those that are self-contained. Preliminary sketch plans and design and construction cost estimates will be developed for each prototype.

### **Corridor Landscape Plan**

A landscape plan is one way to create a Byways identity. Therefore, this project will begin with a review of existing vegetation along the corridor, and then develop a proposed landscape plan that promotes identification of the corridor through "gateway" plantings at communities and hamlets, as well as consistent plantings along the entire corridor. Proposed plants to be used, cost estimates, and installation and maintenance requirements will all be included in the landscape plan.

### **Wilcox Dock Improvements**

As the environmental remediation at Wilcox Dock, on Cumberland Avenue in the City of Plattsburgh, is completed, there will be an opportunity for the site to be developed into a public recreational facility. This project involves the development of potential site plans, to include water access; sailing, canoe, kayak, and safety training facilities; water craft rentals; private business facilities; and vehicular, bicycle, and pedestrian access and parking. The final products will include preliminary design plans and design and construction cost estimates for the best proposed plan.



Photo 13  
Entrance to Bluff Point

### **Floating Boardwalk Feasibility Study**

In an effort to provide a safe non-vehicular path between Wilcox Dock and the Plattsburgh Municipal Beach, as well as a unique facility, this project will determine the feasibility of developing a floating boardwalk in Cumberland Bay. Similar existing systems will be researched, and factors to be considered will include wave impacts, installation and removal requirements, boat accessibility to and from the shore, and design and construction cost estimates. If a system is determined to be feasible, preliminary design plans will be developed.

In addition to the above County-specific projects, we are also working cooperatively with the regional Byways projects and many of the organizations and projects listed in the next section of this document, Lake Champlain's People, Projects, and Programs.

### **Regional Lake Champlain Byways Projects**

In addition to the efforts being undertaken in Clinton County, we are working with the regional Byways project to develop several region-wide projects. These projects include the following:

#### **Interpretive Signing**

Many people throughout the Region have identified the need for coordinated signs, particularly interpretive signs. Working with the Byways project, the Lake Champlain Basin

Program has begun developing a voluntary system for interpretive signs. The system will include options for materials, size, and installation methods depending upon location and funding availability.

### Interpretive Tape and Guide

Funding has already been approved for a regional project which will result in a marketing product aimed at automobile travelers by combining an audiotape with a map-guide to the region's resources. Development of the product will include both tourism and resource representatives. The tape and guide should be available for distribution in time for the summer 2000 tourist season.

### Regional Hikes and Walks

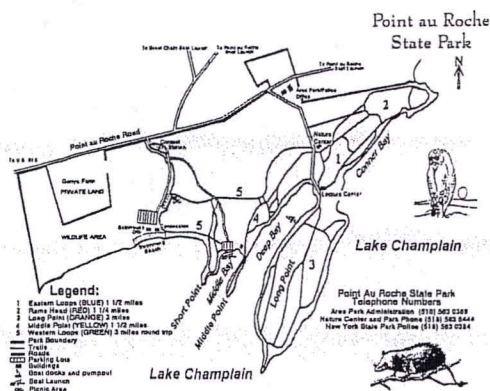


Photo 14  
Point Au Roche Guide

In the spring of 1999, the Byways project began its inventory and assessment of hiking and walking opportunities throughout the Region. The result of this project will be an integrated database that centralizes these resources, as well as mapping and maintenance suggestions for each resource. The long-term goal of the project is to develop and publish a guide to hiking and walking tours throughout the Region. Identified resources in Clinton County include the trails at Point Au Roche State Park, the Plattsburgh Recreation and Heritage Trails, and the Walking Tour of Historic Keeseville, among others.

### Célébration Champlain!

Célébration Champlain! was born out of a Byways goal to balance economic development and tourism with responsible stewardship of the Region's resources, and resulted in a two-state, two-nation, effort to celebrate the 400<sup>th</sup> Anniversary of Samuel de Champlain's arrival at the Richelieu River and Lake Champlain. This Célébration will extend from 2003 through 2009 and include historical, cultural, and recreational events and opportunities. It is envisioned that the Célébration will build local appreciation for the Region's history and assets, as well as leave a legacy of community and economic development.

# Lake Champlain's People, Projects, and Programs

## Supportive Organizations

As can be seen by the list of programs and projects described below, many organizations are actively working toward the development of more and better jobs, improved recreational opportunities, and environmental awareness and protection. These organizations, mostly non-profit, all contribute in their own way to an improved quality of life for all the residents of the County. The Byways project is fortunate to have developed a strong relationship with these organizations, and particularly with the people who run them. This list is presented in an effort to thank the organizations as well as encourage them to continue to support and work together with the Byways to improve the quality of life for all County residents.

Adirondack North Country Association, Saranac Lake, NY  
Battle of Plattsburgh Association, Plattsburgh, NY  
Clinton Community College, Plattsburgh, NY  
Cornell Cooperative Extension, Plattsburgh, NY  
Cumberland Head Tomorrow, Plattsburgh, NY  
Friends of the North Country, Keeseville, NY  
Lake Champlain Basin Program, Crown Point, NY  
Lake Champlain Bikeways, Crown Point, NY  
Mountain Lake PBS, Plattsburgh, NY  
Plattsburgh-North Country Chamber of Commerce, Plattsburgh, NY  
SUNY Plattsburgh, Plattsburgh, NY

## Related Projects and Programs

There are so many projects and programs related to Lake Champlain that many people, from residents to government leaders, are often confused. One of the most common requests throughout the development of the Byways project was to give a brief description of all of these projects, as well as a point of contact for them all. While it may be impossible to list every project and program, what follows below is a best attempt to provide that service. The local and regional Byways project is helping to coordinate the activities of many of these projects and programs, both within the County and with other counties in the Region.

### **The Lake Champlain Trail**

Developed by the County Planning Department, the goal of the Lake Champlain Trail project is to create a multi-use on- and off-road trail the length of Clinton County. The highlight of the Trail is planned to be an off-road section linking Clinton Community College, downtown Plattsburgh, the City Beach, and Point au Roche State Park. The Heritage Trail, Karen Fleury Trail, and Plattsburgh Recreation Trail, among others, will be incorporated into the Lake Champlain Trail.

Contact: Rodney Brown, Director, Clinton County Planning Department, 137 Margaret Street, Plattsburgh, NY 12901. (518) 565-4709.

### **Battle of Plattsburgh Interpretive Center & Plattsburgh Bay Veteran's Cemetery**

The goal of this ambitious project is to create a nationally-renowned historic site and visitor's center at the 1838 Stone Barracks on the former Air Force Base, as well as a State Veteran's Cemetery combining the existing cemeteries on Crab Island and the Base with a new burial ground adjacent to the existing one on the Base. Lastly, the project will include a replica of the USS Saratoga, to be housed at the deep-water marina on the Base. Partners in this project include the Plattsburgh Airbase Redevelopment Corporation; the Lake Champlain Maritime Museum; the New York State Office of Parks, Recreation, and Historic Preservation; and the Town of Plattsburgh.

Contact: Chris Ortoloff, New York State Assembly, 176 U.S. Oval, Suite 1000, Plattsburgh, NY 12903. (518) 562-1986.

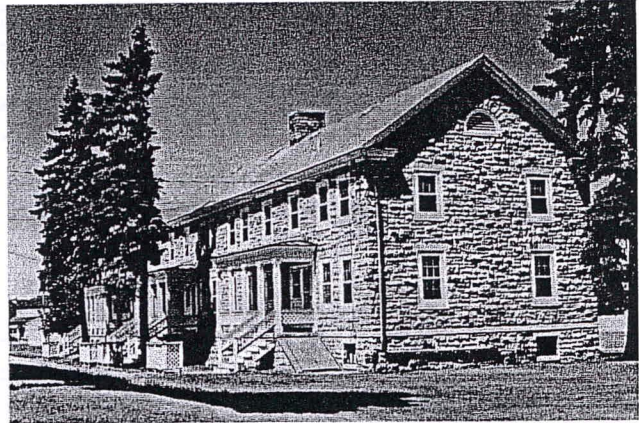


Photo 15

Old Stone Barracks, Plattsburgh Air Force Base

### **The US-UK Countryside Exchange**

In October 1999, New York's Champlain Valley hosted the second US-UK Countryside Exchange. The goal of the Exchange program is to develop strategies for economic revitalization that use resources wisely in order to attract visitors to the area. Members of the program travel to the area from the United Kingdom for a week, studying the issues and providing recommendations for ways to combine the multiple economic development efforts of the region more effectively. The three points of focus for the October Exchange were maritime heritage, small business development, and connected recreation trails.

Contact: Virginia Westbrook, Champlain Valley Heritage Network, Route 2 Box 8, Crown Point, NY 12928. (518) 597-3983.

### **Lake Champlain Paddler's Trail**

The mission of the Paddler's Trail is to develop and maintain a trail for non-motorized boats along the Lake, and to encourage managed access and responsible, safe, recreation. The Trail is an end-to-end water trail linking public landings and camping spots along the length of the Lake; currently there are 18 landings with 58 accessible campsites. The Lake Champlain Committee, which is leading the development of the Trail, has published a guidebook to the Trail's sites; the publication also includes NOAA charts, put-ins, and information on the ecology of the Lake. As the Trail is developed, more landings will be added, and low-impact improvements made to the sites as needed.

Contact: Lori Fisher, Lake Champlain Committee, 14 South Williams Street, Burlington, VT 05401, (802) 658-1414.

### Lake Champlain Bikeways

Begun in 1993, the goal of Lake Champlain Bikeways is to increase opportunities for bicycling throughout the Valley. To meet this goal, the Bikeways program develops and promotes a network of bike routes throughout the Valley. The Champlain Bikeway, which is 350 miles, circles the entire Lake. There are also 24 additional side loops throughout New York and Vermont; each loop is based upon a specific theme. In addition, more than 20 more themed loops may soon be developed throughout the region. In Clinton County, Lake Champlain Bikeways worked jointly with the Plattsburgh - North Country Chamber of Commerce, local bicycling enthusiasts, and the Byways project to develop a promotional guide outlining three theme loops. The guide, Bicycling the Northern Adirondack Coast, includes the following loops: Acres of Apples; Monuments, Mills & Music; and The William H. Miner Story. These loops, together with the main Champlain Bikeway, are described starting on page 6 and shown in Figure 2.

Contact: Maja Smith, Lake Champlain Bikeways, RR 1 Box 220, Crown Point, NY 12928. (518) 597-4464.

### A National Heritage Corridor?

The National Park Service is researching the two-state, two-nation Champlain Valley to determine whether it has the qualities necessary to qualify for designation as a Heritage Corridor. A Heritage Corridor links events of national importance to geographic locations. It presents history as a cohesive, interrelated series of events in an effort to make a complex subject more readily

understood. In early 1999, the Park Service completed its draft Special Resource Study for the area under consideration. This area begins at the Hudson River in Saratoga County and travels northward through Lake George and Lake Champlain, following the Richelieu River in Quebec north to its mouth at the Saint Lawrence River.

Contact: Marjorie Smith, National Park Service, 15 State Street, Boston, MA 02109. (617) 223-5133.

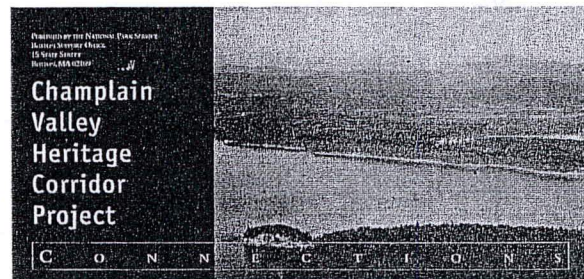


Photo 16

Heritage Corridor Newsletter

### The Plattsburgh Recreation Trail

The City of Plattsburgh is currently developing a multi-use Recreation Trail as part of the Lake Champlain Trail. The first phase of the trail will be constructed on the former Plattsburgh Air Force Base, following the Lake. Final design plans for this section have been completed, and construction is expected to begin in the spring of 2000.

Contact: Rosemarie Schoonmaker, Director, City of Plattsburgh Community Development Office, 41 City Hall Place, Plattsburgh, NY 12901. (518) 563-7642.

### Rouses Point's Waterfront Revitalization Project

New York State recently funded a joint Waterfront Revitalization Plan for Clinton and Essex Counties. Under the Waterfront Revitalization program, funding is available to the

Counties for activities and projects contained in and consistent with the Plan. In early 1999, Rouses Point received a commitment for \$200,000 to implement Village improvement projects. It is hoped that these improvements will include renovation or replacement of the restrooms at Sportsman's Pier, improvements to the public boat launch and parking lot, and possibly a public beach.

Contact: Paul Cloutier, Chair, Lakefront Revitalization Committee, Village of Rouses Point, P.O. Box 185, Rouses Point, NY 12979. (518) 297-6726.

#### **Interpretive Kiosks along the Byway**

As mentioned in the Rouses Point Project, New York State recently funded a joint Waterfront Revitalization Plan for Clinton and Essex Counties. Under the Waterfront Revitalization program, funding is available to the Counties for activities and projects contained in and consistent with the Plan. The two Counties are currently developing a joint project to install interpretive kiosks at waypoint communities along the Byway; in Clinton County these communities include Rouses Point, Plattsburgh, and Keeseville. The kiosks will be individually tailored to each community, and coordinated through the Byways project.

Contact: Bill Johnston, Director, Essex County Planning Department, P.O. Box 217, Elizabethtown, NY 12932. (518) 873-3685.

#### **The Lake Champlain Birding Trail**

A group of regional organizations is coordinating the development of The Lake Champlain Birding Trail, a planned roadway-based network of up to 60 existing and potential birding sites along the Lake. The goal of the Trail is to make the Region a premier destination for birding, increase nature tourism, and convey the importance of conservation and recreation to residents. In the County, the organizers have identified sites at AuSable Marsh, Lake Alice, and Valcour Island. Additional sites may include areas such as Scotion Creek, Kings Bay Wildlife Management Area, and the Great Chazy River. Funding for the development of the Birding Trail comes from entities such as the Lake Champlain Basin Program and the Vermont Recreation Trails Fund.

Contact: Mary Jeanne Packer, Ghostwriter Communications, P.O. Box 196, Poultney, VT 05764. (802) 287-4284.

#### **Heritage Landings**

The Lake Champlain Basin Program is identifying up to 30 locations that have historically been landing stations for Lake travelers. Over time, each landing will have signs installed that identify the site and provide interpretive information for residents and visitors. In Clinton County, these locations include the Cumberland Head ferry, Rouses Point dock, Plattsburgh dock, Peru dock, and Valcour dock. One of the four signs to be installed in 1999 will be at the end of Jay Street in Plattsburgh, at the site of a small public park and the beginning of the Plattsburgh Recreation Trail.

Contact: Tricia Foster, Cultural Resources Planner, Lake Champlain Basin Program, RR 1 Box 220, Crown Point, NY 12928. (518) 597-4212.

## An Action Plan

### The Financial Future of the Byways

The completion of the Corridor Management Plan signals the end of existing funding for Lake Champlain Byways. However, the partnerships formed among all of the New York and Vermont county planning offices can, and should, continue; no funding is necessary to communicate and work together to achieve mutual goals.

Realistically, however, additional funds will also be necessary to continue the work already started. Therefore, the New York State Department of Transportation has submitted a grant application to the National Scenic Byways Program, requesting funds to continue the work of Lake Champlain Byways. Also, there is interest on the part of both New York and Vermont congressional members to seek financial support for Célébration Champlain, a Byways initiative to prepare for and celebrate the 400<sup>th</sup> anniversary of Samuel de Champlain's arrival at the Richelieu River and Lake Champlain.

### Our Intent

The Byways project has emerged as a viable way to link diverse interests throughout the County, and throughout the Lake Champlain Region. These partnerships and information exchanges need to continue, and the Byways project should act as a clearinghouse for the exchange of information among various groups, and also provide technical assistance and funding information to help further the development of projects. The intent is to see that projects are implemented, not to be responsible for all of them.

### Implementation

Although the Byways Corridor Management Plan is complete, the project is in many ways just beginning. Many desired projects and ideas were brought out in the development of the Plan, and it is now up to residents, local organizations, and governmental agencies to continue to work together to begin the next phase, implementation. Specific projects and actions have been grouped (in no particular order) into three categories ~ A Year 2000 Checklist, Five-Year Activities, and On-Going Projects. Where applicable, possible funding sources are included in the project descriptions, and additional information on funding is provided in Appendix F. As projects are completed, their success can be used to stimulate the realization of additional, and sometimes more ambitious, projects.



Photo 17  
AuSable Point Campground

### A Year 2000 Checklist

In the coming year, several specific projects can be realized. Completion of these projects will generate energy and enthusiasm for the Byways, which will then help in generating and completing additional projects discussed in the other two categories.

- **Obtain County approval of the Byways Corridor Management Plan.** Following completion and distribution of this Management Plan, the Planning Department should work with the County Legislature in order to pass a resolution adopting the Plan. This can be done within the Planning Department's current work program, and will allow future work on the Byways to continue.
- **Submit proposed revisions to the Champlain Trail State Scenic Byway to the New York State Scenic Byways Advisory Board.** As described on page 8, the Champlain Trail is already a designated State Scenic Byway. As a result of the Lake Champlain Byways project, we propose to make some changes to the designated roadway, and also to add the corridor, its resources, and other transportation modes to the Byway. In order to reconcile the differences proposed by this project, the Planning Department should submit the proposed changes and additions to the State Scenic Byways Advisory Board. This can be done within the current work program of the Planning Department, upon approval by the County Legislature.
- **Obtain interim funding for continuation of the Byways.** Lake Champlain Byways, through the New York State Department of Transportation, has already applied for a National Scenic Byways Program Discretionary Grant in order to continue implementation of the Byways throughout the region via an assessment of each county's infrastructure and resources. If approved, this funding will allow the Byways to continue its work through October 2000. The Planning Department should oversee the application and approval process, and determine how best to accomplish the County's infrastructure and resource assessment, if the grant is approved.
- **Pursue implementation of Célébration Champlain.** The Byways Economic Study Task Group developed a Strategic Plan to implement Byways activities through Célébration Champlain, and the County Legislature has passed a resolution in support of the Célébration. In order to continue this work, however, additional funding is necessary. Local members of the Task Group should work together with the Planning Department, New York State Department of Transportation, and Lake Champlain Byways in order to secure this funding. Potential federal sources include the U.S. Department of Housing and Urban Development, the Canal Corridor Initiative, the State Department, and the National Scenic Byways Program. Additionally, potential state funding sources include the New York State Department of Transportation, New York Department of State, and Vermont Agency of Transportation.
- **Obtain funding for and begin implementation of the Byways Corridor Landscape Plan.** The Byways Corridor Landscape Plan, to be completed in October 1999, will include recommendations for locations, schemes, and specific plants that can be used to create a

Byways identity along the corridor. Local organizations such as Kiwanis, Rotary, the Kent-Delord House, and schools should be responsible for the installation and maintenance of the plantings. While individual plantings can be overseen by local groups, overall coordination of this project should be provided by an organization with county-wide interests. Possible funding sources for the project include existing work programs, private donations, and state agricultural programs.

- **Obtain funding for and publish a local guide for Lake Champlain Walkways.** Through the Byways project, a regional Hike and Walk Study was completed. Information gathered during this process can be used together with information in this Corridor Management Plan in order to design and print a guide to hikes and walks throughout the County. This project can be completed by a local school/college/university, civic organization, or the County Planning Department. Funding may be available through private donations and/or grants from the National Scenic Byways Program, the Lake Champlain Basin Program, or the I Love New York Program.

- **Assist in the development and distribution of a Byways interpretive tape and guide.** Funding has already been approved for this regional Byways project, which will result in a marketing product aimed at automobile travelers by combining an audiotape with a map-guide to the region's resources.

Development of the product will include both tourism and resource representatives. The tape and guide are expected to be available for distribution in time for the summer 2000 tourist season. Within the County, the Planning Department should coordinate the project and recruit a broad range of interested individuals and groups to supply information, suggestions, and material for the products. The Plattsburgh - North Country Chamber of Commerce should assist in the distribution of the products.

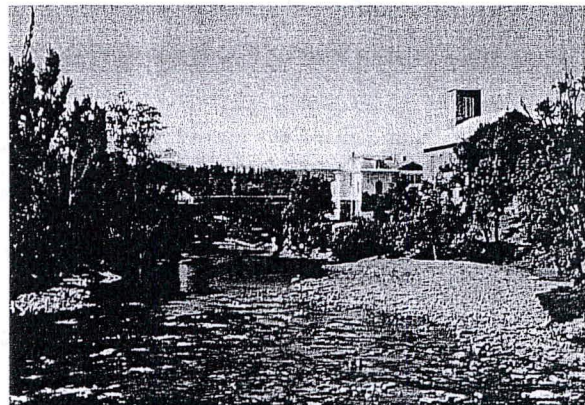


Photo 18  
AuSable River, Keeseville

- **Complete initial construction of Plattsburgh's Recreation Trail.** The Recreation Trail will follow the Lake along the former Air Force Base, and will serve as a multi-use facility for residents and visitors. The project is being overseen by the City of Plattsburgh, and funding has already been approved. The project is scheduled to be built in the summer of 2000. The Byways should continue working with the City in the development of this project in order to encourage the use of Byways resources such as the interpretive sign designs, as well as to promote trail improvements beyond the initial construction phase.
- **Acquire the land for and develop Crab Island Vista Park.** The Town of Plattsburgh has already obtained a grant from the New York State Office of Parks, Recreation, and Historic Preservation to acquire land south of the former Air Force Base, to be turned into

a passive park overlooking Crab Island. The Town is in negotiations with the current landowner, and expects to acquire the land in 2000. The Park will include gardens, a recreation path, restrooms, a pavilion, a put-in for non-motorized boats, and possibly a building overlooking the Island. Additional funding sources will be needed for these improvements; possible sources include the Town of Plattsburgh, the National Scenic Byways Program, the Lake Champlain Basin Program, and the New York State Office of Parks, Recreation, and Historic Preservation. The Byways should continue working with the Town of Plattsburgh in the development of this project, as well as encourage tie-ins with adjacent recreation facilities such as the Plattsburgh Recreation Trail.

#### **Five-Year Activities**

These projects involve more time, planning, and sometimes funding in order to see them through to completion. As they are usually more complicated, they will also require significant cooperation and coordination among many organizations.

- **Review and revise the Corridor Management Plan based upon changes in the local resources, economy, or infrastructure.** As projects are completed and as the resources, economy, and infrastructure of the County change over time, the Corridor Management Plan should be reviewed and kept up-to-date. This should be done by the Planning Department. Possible funding sources include existing work programs and the National Scenic Byways Program.
- **Work toward the design and construction of an interior Cumberland Head Road and separate recreation trail.** Clinton County, local residents, and local organizations are working toward the construction of a direct, interior, link from Plattsburgh to the Cumberland Head Ferry. Additionally, there is a need for a recreation trail on Cumberland Head. The Byways project, through the Planning Department, should encourage the design and construction of these projects. Possible funding sources include the New York State Department of Transportation and the National Scenic Byways Program.
- **Make improvements to the U.S. Border Crossing on Interstate 87 in Champlain.** This crossing is one of the top four commercial gateways between the U.S. and Canada, yet due to significant commercial traffic volumes, all types of traffic frequently experience substantial delays. Improvements to the facility should include physical upgrades, technological improvements, and adequate staffing. The Byways project should support the efforts of the Plattsburgh - North Country Chamber of Commerce in its efforts to obtain support and funding for these improvements, and should continue to assist the Chamber in "getting the word out" regarding the need for these upgrades.



Photo 19  
Cumberland Head Ferry

- **Work with the Village of Rouses Point to design and construct its waterfront revitalization project.** Under New York's Waterfront Revitalization program, Rouses Point has received a grant for \$200,000 to design and construct waterfront improvements. These improvements will include renovation of public restrooms, improvements to the public boat launch and parking lot, and possibly a public beach and interpretive walkway. The Planning Department is assisting the Village as requested during the contractual phase; this assistance should continue through design and construction. Also, the Planning Department should encourage the Village to utilize Byways resources such as the interpretive sign designs and interpretive kiosks. This work can be done within the Planning Department's existing work program.
  
- **Make physical improvements to the Lake Shore Road.** The Byways project proposes to change the Champlain Trail State Scenic Byway route from Route 9 to the Lake Shore Road; this road was chosen because it provides a more relaxed atmosphere, has access to several natural and recreational resources, and offers unsurpassed Lake views. Additionally, the Lake Shore Road is already part of the Champlain Bikeway and one of the County's themed bicycle loops. However, the Road's shoulders and pavement conditions are deficient for these uses, and should be improved. These physical improvements will enhance safety for all types of users. The County Highway Department should be responsible for this project, although the Planning Department should pursue the completion of these improvements, as well as assist in obtaining funding. Possible funding sources include the National Scenic Byways Program and County Highway Department.
  
- **Work toward the construction of a visitor's interpretive center and veteran's cemetery.** Assemblyman Chris Ortloff is leading the effort to develop a visitor's interpretive center and state veteran's cemetery on the former Plattsburgh Air Force Base. The proposal would also include improving the Base's deep-water marina and using it to showcase replicas of historic battleships. The New York State Office of Parks, Recreation, and Historic Preservation recently approved \$100,000 for the completion of a feasibility study for this project. The Byways should continue to provide assistance and input to this project as requested, including ensuring that local historians are given the opportunity to provide input into the interpretive center and cemetery.
  
- **Make physical improvements to the Chazy pump house.** The Chazy pump house is located on Route 9, at the southern edge of the village. So far, attempts to secure funding to restore it have been unsuccessful, although it is one of the main projects that local residents would like to accomplish. The Town has outlined how it would like the building to be restored, but a more detailed bid package for contractors is required, as well as funding for the restoration itself. The Town of Chazy should oversee this project, with assistance from the Planning Department if requested. Possible funding sources include the Town of Chazy, New York State Office of Parks, Recreation, and Historic Preservation, the Lake Champlain Basin Program, and the National Scenic Byways Program.

- **Renovate the Pines Building at Clinton Community College.** The College is proposing to renovate the Pines Building, one of the original structures from the Hotel Champlain, into a destination for bike path users. The building and site will be developed to include bicycle facilities, restrooms, interpretive signs and historical displays, an interactive kiosk, and secure archive storage space. Clinton Community College should oversee this project, with possible funding sources including private donations, the College, New York State Office of Parks, Recreation, and Historic Preservation, the Lake Champlain Basin Program, and the National Scenic Byways Program.
  
- **Work with New York State to develop Wilcox Dock into a multi-use public recreational facility.** Currently, Wilcox Dock in the City of Plattsburgh is owned by the New York State Department of Environmental Conservation. Following the hazardous materials remediation now taking place in the vicinity of the site, the State intends to develop the Dock into a public recreational facility. The City and the County should help the State determine the best uses for that facility, and the Byways program can provide suggestions and also act as a clearinghouse for the exchange of information among various groups. Currently, the Byways is developing a preliminary plan for possible site uses (to be completed in October 1999), including ways to include educational and safety programs along with recreational uses. Further work on this project should be overseen by the City of Plattsburgh, with Byways providing coordination and assistance as requested. Possible existing sources of funding for the public outreach and site design include existing local work programs, a specific task within the Byways project, and the New York State Department of Environmental Conservation.
  
- **Complete a preliminary engineering design for a floating boardwalk in Cumberland Bay.** The Byways project is currently completing a feasibility study for a floating boardwalk (to be completed in October 1999), and it appears that such a structure is in fact viable in Cumberland Bay. The boardwalk would serve as a recreational draw for both residents and visitors, and would also allow pedestrians, cyclists, and other recreationists to bypass a hazardous section of Route 9 at the northern end of the City while still accessing facilities along the shore. The information gathered from the feasibility study should be used to guide the preliminary design of a boardwalk. The design should include all considerations brought out in the feasibility study, including construction costs, wind and wave actions, anchoring requirements, winter storage, maintenance, shore connections, and boat gates. The project should be overseen by the City of Plattsburgh. Possible funding sources for the design include the City of Plattsburgh, New York State Office of Parks, Recreation, and Historic Preservation, New York State Department of Environmental Conservation, the Lake Champlain Basin Program, and the National Scenic Byways Program.

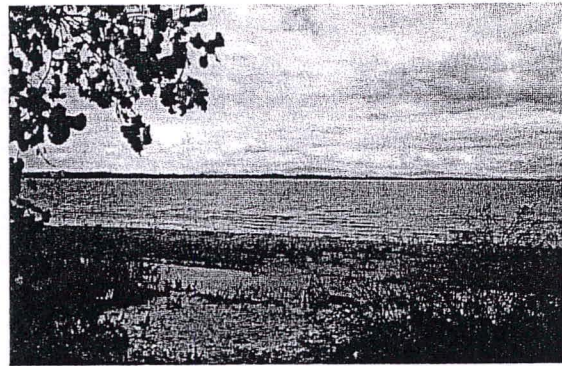


Photo 20  
Cumberland Bay

- **Obtain funding for and publish a local guide for Lake Champlain Paddleways.** The Byways project, together with the Lake Champlain Committee and Lake Champlain Basin Program, is developing a network of water-based routes for canoeists and kayakers. This network should be further identified and promoted through the completion of a guide to local water routes, and should include information on hand put-ins, fishing and camping locations, nearby resources, safety and nautical information, and supportive businesses. This project can be completed by a local school/college/university, a civic organization, or the Planning Department. The Lake Champlain Committee and the Lake Champlain Basin Program should provide oversight during the development of the guide. Funding may be available through private donations and/or grants from the National Scenic Byways Program, the Lake Champlain Basin Program, or the I Love New York Program.
  
- **Begin construction of scenic Lake overlooks.** Throughout the development of the Byways, residents expressed the desire to have a better "connection" with the Lake, and that one way to accomplish this was to provide more locations from which to view the Lake. As a result of this, the Byways project is completing a study to determine the most feasible locations for additional Lake overlooks along the proposed Champlain Trail route; this study is to be completed in October 1999. Following completion of the study, its recommendations should be used to design and construct overlooks along the roadway. These projects should be the responsibility of the New York State Department of Transportation or County Highway Department, depending on the location of the overlook. The Planning Department should pursue the completion of these overlooks, as well as assist in obtaining funding. Possible funding sources include the Transportation and Highway Departments and the National Scenic Byways Program.
  
- **Make physical improvements to public parcels.** Because recreation plays such an important role for both residents and visitors to the County, the Byways project is completing a study to determine underutilized public lands throughout the corridor and determine how best to improve them; this study is to be completed in October 1999. The study's recommendations should be used to begin making recreational improvements throughout the corridor. These improvements should be overseen by the landowner, which may be a local government, New York State Department of Environmental Conservation, or New York State Office of Parks, Recreation, and Historic Preservation. The Planning Department should pursue the completion of these improvements, as well as assist in obtaining funding. Possible funding sources for these improvements include the landowner, the Lake Champlain Basin Program, and the National Scenic Byways Program.

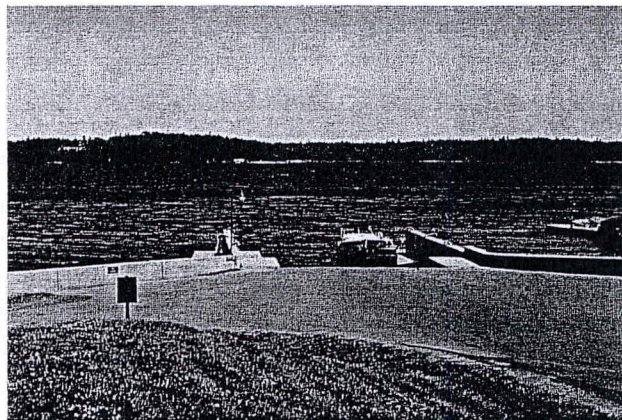


Photo 21  
Peru Boat Dock

- **Install interpretive kiosks along the Byway.** As a result of New York State's Waterfront Revitalization Program, Clinton County has already received funding for the design and installation of interpretive kiosks. Kiosks are planned for Keeseville, Plattsburgh, and Rouses Point. The kiosks will be individually tailored to each community, and are being coordinated through the Byways project. This coordination should continue, along with continued involvement by the Planning Department.

### On-Going Projects

This group of projects is varied; some require significant planning, cooperation, and funding. Others are meant to serve as a check on progress ~ to be kept in mind as the County works to fulfill the Byways goals and objectives. Still other projects listed in this group are simple and can be done within existing programs, but require an ongoing time commitment.



Photo 22  
Lake Champlain

- **Distribute the guide to the County's themed bicycle loops.** Lake Champlain Bikeways, in partnership with the Byways project, Plattsburgh - North Country Chamber of Commerce, and local bike enthusiasts, has developed a guide to three themed bike loops in the County. This guide has recently been printed, and the Planning Department and Chamber of Commerce should continue working with the Bikeways program to ensure broad distribution. This project can be completed within existing work programs.
- **Continue implementation and maintenance of the Byways Corridor Landscape Plan.** As discussed in the Year 2000 Projects above, the Byways Corridor Landscape Plan will include recommendations for locations, schemes, and specific plants that can be used to create a Byways identity along the corridor. Local organizations such as Kiwanis, Rotary, the Kent-Delord House, and schools should continue to remain involved in the upkeep of the plantings, and also develop additional sites along the corridor. Overall coordination should continue to be provided by a county-wide organization. Possible funding sources include existing work programs, private donations, and state agricultural programs.
- **Coordinate interpretive signing among various groups.** As a result of the ever-increasing use of interpretive signs throughout the region, the Lake Champlain Basin Program has begun developing a voluntary system for interpretive signs. The system will include options for materials, size, and installation methods depending upon location and funding availability. The Byways should act as a clearinghouse for distribution of the system, as well as promote the use of the system. This can be done as a specific work task in the Byways project. Alternatively, the Planning Department can promote the system through its existing work program.